

JUDGE SET TO MAKE



Dale Farm – shows the parts that can and cannot be removed when the eviction starts

Plot by plot...how site will look after traveller eviction

THIS is what will be left at Dale Farm if the bailiffs are allowed in following today's court ruling.

Our aerial photograph of the site pinpoints the areas of the illegal site which cannot be removed, following a separate court ruling on Monday.

Basildon Council has never intended removing the Dale Farm cottage bought by traveller leader Patrick Egan for £60,000 in 2004, as it has full planning permission.

The empty industrial building and a bungalow built in 2004, which the council never served enforcement against, will also remain.

On the three pitches identi-

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fied, the council can remove the hardstanding, but will have to place caravans back, as these were never listed in the enforcement notices.

The remaining 49 out of 54 illegal pitches will be demolished, apart from six in the north-eastern corner of the site.

They are on the part which formerly had permission as a scrapyard and although caravans and mobile homes will go, the hardstanding will be left.

All fences and any walls and gates will also be left.

Ali Saunders, of campaign

group Dale Farm Solidarity, said: "Not all the council enforcement notices are valid, so the total clearance they were aiming for cannot be achieved."

"This nullifies the council's claim the eviction is necessary to ensure the openness of the green belt, as fences, gates and concrete will remain in a patchwork across the site, as well as a number of isolated residential plots."

Basildon Council leader Tony Ball would not go into specific details about whether the council would try to remove remaining buildings at a later date.

CAMERON'S FRUSTRATION

PRIME Minister David Cameron has spoken of his frustration with legal challenges that keep delaying the Dale Farm eviction.

The forced removal of 86 traveller families from the illegal site was supposed to take place two weeks ago, but it keeps being held up by legal appeals.

The Prime Minister said he fully understands the frustrations of non-traveller residents living nearby.

Mr Cameron added: "Things do take time in this country, when you have so many legal avenues of appeal."

"I think it's immensely frustrating and I share the frustrations of local residents."

The Prime Minister pointed out if he

built a house on green belt without planning permission, the council would force him to take it down.

He said: "We can't have one rule for one group of people and another for another group."

The Prime Minister refused to accept claims the Tory-run council had mishandled the eviction. He said: "I have spoken about this at some length with the local MP, John Baron. A huge amount of preparation went into this."

Mr Cameron also denied claims travellers across the country are being forced to break planning rules, because Government regulations make it too difficult for them to secure legal plots.

London Gateway port is giant morale boost

Echo

COMMENT

At last, some good news. While one financial crisis after another has been breaking across the world, work has quietly proceeded on the giant London Gateway port at Corringham.

The port's location, away from populated areas and roads, means much of this work has taken place away from public gaze. Most people in Essex are

unaware of how much has been achieved. The civil engineering landmarks

include almost 1km of land reclaimed from the riverbed, and a 100km deepwater channel, the longest and deepest ever dredged in the British Isles, stretching out into the Thames Estuary. The impact on jobs, prosperity and infrastructure will stretch across south Essex. The efficiencies achieved by operating through the port will mean that, even during

recession, a wide volume of trade sweeps London Gateway's way.

All this was promised when plans for the new port were first drafted a decade ago. It has taken time, but now the bulk of the heavy, complex work has been completed, and the first direct benefits of the port should soon be felt.

If any indication of the port's

significance was needed, it comes from the stream of leading politicians now arriving for inspection tours.

The project has created 500 jobs in south Essex and thousands more are in the offing. Its turnover will be measured in hundreds of millions of pounds.

Yet probably its most significant contribution to the region will be as a morale booster.